

2.13 PUBLIC SERVICES

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
PUBLIC SERVICES—Would the proposed project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

FIRE PROTECTION

The San Francisco Fire Department (SFFD) provides fire protection services for the City and County of San Francisco. SFFD employs approximately 350 firefighting and emergency medical field personnel daily, assigned to 42 fire stations located throughout San Francisco (excluding San Francisco International Airport). Its forces include 42 engine companies, 18 truck companies, 18 ambulances, two rescue squads, two fireboats, and specialized units such as a cliff rescue unit and a hazardous waste unit (SFFD, 2004). The SFFD is a member of the California State Mutual Aid Agreement.¹ The SFFD also provides emergency medical services in San Francisco, including ambulance service.

The following four fire stations respond to emergencies in the project vicinity, the first two of which are located within 0.5 mile of the project area.

- Station No. 25, located at 3305 Third Street
- Station No. 9, located at 2245 Jerrold Avenue
- Station No. 37, located at 798 Wisconsin Street
- Station No. 17, located at 1295 Shafter Street

¹ The California State Mutual Aid Agreement is a voluntary agreement that allows SFFD to respond to emergency calls in other jurisdictions and vice versa, if requested and available.

POLICE PROTECTION

The San Francisco Police Department (SFPD) provides police protection services in the City and County of San Francisco, including the project area. Police Department personnel are assigned to the Office of the Chief and five bureaus: Field Operations, Investigations, Technical Services, Airport, and Administration. Patrol functions are performed by the police officers of the Field Operations Bureau from nine District stations (SFPD, 2004).

The proposed project would be located within the jurisdiction of the Bayview Police District, which is served by the Bayview Police Station located at 201 Williams Avenue in Bayview. The Bayview Police District covers one of the largest areas and includes the southeastern part of the city, extending along the eastern edge of McClaren Park (Cambridge Street) to the Bay and south from Channel Street to the San Mateo County line (SFPD, 2004).

SCHOOLS

Public education in the City and County of San Francisco is provided primarily by the San Francisco Unified School District (SFUSD), which serves a student population of approximately 57,800 in over 160 pre-school, elementary, middle, and high schools (SFUSD, 2004). In addition, another estimated 25,460 students attend over 95 private schools located throughout San Francisco. Two schools are located within 1/4 mile of the project area: Malcolm X Academy Elementary School located at 350 Harbor Road and Davis Middle School located at 1195 Hudson Street.

PARKS AND RECREATION

The City and County of San Francisco's Recreation and Park Department manages San Francisco's recreation facilities and parks. The department oversees the operations of nearly 300 recreational facilities throughout San Francisco (San Francisco Recreation and Park Department, 2004).

There are seven parks and recreational facilities overseen by the Recreation and Park Department within 1/2 mile of the project area which include: Youngblood Coleman Playground, located at Mendel Street and Galvez Avenue; Joseph Lee Recreation Center, located at 1395 Mendel Street; Palou and Phelps Mini Park, located at Palau and Phelps Streets; Hilltop Park, located at La Salle and Whitney Young Circle; Adam Rogers Park, located at Ingalls Street and Oakdale Avenue; and Hunter's Point/Milton Myer Recreation Center, located at 200 Middle Point Road. In addition, the project area is within close proximity to Heron's Head Park, India Basin/Shoreline Park, and India Basin Open Space. Also, there is one park known as Muwekma Park, located on the north shore of Islais Creek, adjacent to Pier 80 that is managed by the Urban Resources Partnership and Muwekma Ohlone Tribe. See **Figure 1-1** for the location of the park. A small group of community gardeners have maintained this site for several years, with the support and permission of the Port of San Francisco.

The project area is also located in the immediate vicinity of a portion of the San Francisco Bay Trail. The Bay Trail is a planned recreational corridor that, when complete, will encircle San Francisco and San Pablo Bays with a continuous 400-mile network of bicycling and hiking trails. It will connect the shoreline of all nine Bay Area counties, link 47 cities, and cross the major toll

bridges in the region. To date, approximately 210 miles of the route, or slightly more than half the Bay Trail's ultimate length, has been completed (ABAG, 2004). The proposed project route would intersect with a portion of the Bay Trail² that runs along Illinois Street between 22nd and 23rd Streets.

OTHER PUBLIC FACILITIES

The proposed project route is located in an area that contains various city streets. For a discussion of roads and streets, please see Section 2.15, *Transportation and Traffic*.

REGULATORY CONTEXT

San Francisco's General Plan Community Facilities Element contains specific objectives and policies for attainment of sufficient police, fire, neighborhood facilities, and other public services. Because the proposed project would not result in the need for additional public services (see impacts section, below), none of the policies are applicable to the proposed project.

IMPACTS DISCUSSION OF PUBLIC SERVICES

METHODOLOGY AND SIGNIFICANCE CRITERIA

The analysis of the potential intensity of impacts to public services was derived from the available public services data for project area. This information was compared with the construction, design, and operation criteria of the proposed project. To determine the level of significance of the impacts anticipated from the proposed project, the proposed project's effects were evaluated as provided under the CEQA Guidelines. This significance criteria, as set forth in CEQA Guidelines Appendix G, are summarized in the checklist provided at the beginning of this section.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

No additional government or public services would be required by the proposed project. The San Francisco Fire and Police Departments are sufficiently equipped to handle any emergencies that may occur in the vicinity of the proposed project. The proposed project would neither increase the demand for nor alter the level of local public services required because it would not perceptibly increase local population or housing opportunities.

To minimize vandalism and/or terrorism, PG&E has adopted various precautionary measures. The PG&E standard manhole cover weighs 350 pounds and discourages most incidences of vandalism. The cover has a provision for bolting the cover to the manhole frame at four locations using a stainless steel pent-head bolt. Typically, this bolting down practice is limited to locations where unauthorized entry to a vault or manhole has occurred or attempts of unauthorized entry are considered likely.

² This portion of the Bay Trail is designated as an unimproved on street Bay Trail segment.

Impact PS-1: The proposed facilities could be subject to vandalism and/or terrorism. This would be a less than significant impact with implementation of Mitigation Measure PS-1.

Mitigation Measure PS-1: All manhole covers installed as part of the proposed project shall be consistent with PG&E standard manhole covers. Each manhole cover shall weigh at least 350 pounds or the covers shall be bolted to the manhole frame at four locations using a stainless steel pent-head bolt whenever the manhole is not in use.

Traffic associated with project construction could indirectly affect emergency response times. The proposed project route is located approximately 1,300 feet from Fire Station No. 25, and approximately 1,500 feet from Fire Station No. 9. PG&E would coordinate with San Francisco emergency personnel prior to project construction to ensure that construction activities and associated lane closures would not significantly affect emergency response vehicles. As a result, potential impacts would be less than significant (see Section 2.15, *Transportation and Traffic*, for additional information on transportation and traffic impacts).

Project construction activities would result in the temporary closure and/or restriction of some parks, including a segment of the Bay Trail along Illinois Street between 22nd and 23rd Streets. Implementation of Mitigation Measures PS-2a and PS-2b would reduce this impact to a level of insignificance.

Impact PS-2: Project construction activities would result in the temporary closure and/or restriction of some parks, including the Bay Trail. This would be a less than significant impact with implementation of Mitigation Measures PS-2a and PS-2b.

Mitigation Measure PS-2a: PG&E shall coordinate with the City and County of San Francisco Park and Recreation Department and the Association of Bay Area Governments' Bay Trail staff prior to closure and/or restriction of park and recreation facilities.

Mitigation Measure PS-2b: Park facilities, including the Bay Trail along Illinois Street between 22nd and 23rd Streets shall not be closed and/or restricted for a period of time exceeding two consecutive weeks, unless there are extenuating circumstances.

Since project construction would not have any growth-inducing impacts (see Section 2.12, *Population and Housing*), it would not create a need for new schools or other public services. Some of the temporary construction workforce would be local, so school enrollment would not be significantly affected. In addition, the volume of workers would be minimal relative to the local population. Therefore, there would be a less than significant impact to schools and public services.

CHECKLIST IMPACT CONCLUSIONS

The proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or in the need for new or physically altered governmental facilities.

- a.i) Although there are two fire stations near the proposed project, neither is immediately adjacent to the proposed project route. Emergency services could be required in the event of an accident or emergency during project construction or operations; however, these events would be unlikely and would not necessitate increased levels of service. The proposed project would neither increase the demand for nor alter the level of local public services required because it would not increase the local population or housing opportunities. Traffic could indirectly affect fire department response times. However, PG&E would coordinate with San Francisco emergency personnel prior to construction to ensure that construction activities and associated lane closures would not significantly affect emergency response vehicles (see Section 2.15, *Transportation and Traffic*, for additional information on transportation and traffic impacts). As a result, impacts to fire protection services would be less than significant.
- a.ii) There are no police stations in the project area. Emergency services could be required in the event of an accident or emergency during project construction or operations; however, these events would be unlikely and would not necessitate increased levels of service. The proposed project would neither increase the demand for nor alter the level of police service required because it would not increase the local population or housing opportunities. Implementation of **Mitigation Measure PS-1** would reduce the likelihood of vandalism and/or terrorism of the proposed project. As a result, impacts to police protection services would be less than significant.
- a.iii) The proposed project would not increase the local population nor would it provide additional housing opportunities, and most of the small contractor crews would reside in the Bay Area. As a result, there would be no need for the construction of additional school facilities. While there are schools within 1/2 mile of the project area, none of the schools is located immediately adjacent to the proposed project and therefore, would not be affected during project construction.
- a.iv) Because the proposed project would not increase population or permanently close or restrict use of parks, no new parks or public facilities would be needed. Implementation of **Mitigation Measures PS-2a and PS-2b** would mitigate impacts related to the temporary closure and/or restriction of parks and recreation facilities, including the Bay Trail, to a less than significant level.
- a.v) For a discussion of impacts related to road closures, please see Section 2.15, *Transportation and Traffic*. No other public facilities would be impacted by the construction or operation of the proposed project.

REFERENCES – Public Services

Association of Bay Area Governments (ABAG), San Francisco Bay Trail,
<http://baytrail.abag.ca.gov/> accessed June 16, 2004.

San Francisco Police Department (SFPD), http://www.sfgov.org/site/police_index.asp?id=19971
accessed June 16, 2004.

San Francisco Fire Department (SFFD), http://www.ci.sf.ca.us/site/fire_index.asp accessed
June 16, 2004.

San Francisco Recreation and Park Department, http://www.ci.sf.ca.us/site/recpark_index.asp
accessed June 16, 2004.

San Francisco Unified School District (SFUSD), <http://portal.sfusd.edu/template/default.cfm>
accessed June 16, 2004.